

Today's
Advertisements.

THEATRE ROYAL.
CITY HALL.
SOCIETY'S RE-UNIONS.
A MAGNIFICENT SUCCESS.
A GREAT AND GLORIOUS RECEPTION.
HUDSON'S SURPRISE PARTY.

THE DONATORS OF MIRTH AND MUSIC
STAR ARTISTS

A GREAT DEMONSTRATION
Accorded by a packed house on Saturday Night
to witness this unique and amusing
entertainment.

Two Hours of Incessant Music and Laughter.
Overflowing with Life and Action.
A Perpetual Flow of Mirth. Transforming
Tears into Laughter.

A BLIZZARD OF SHRIEKS and Laughter.
Fun beyond all imagination.
And, "Don't you forget it."

TO-NIGHT! TO-NIGHT! TO-NIGHT!
MONSTER CHANGE OF PROGRAMME.

PRICES OF ADMISSION—\$3, \$2 & \$1.
Box Plan at Messrs. W. ROBINSON & Co's
Music Warehouse.

Doors Open at 8.30. Smiling Begins at 9.15.
THOS. P. HUDSON.

Hongkong, 23rd March, 1897.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC"

are hereby notified that their Goods are being
landed and stored at their risk in the Company's
Godowns at Wanchai, from whence delivery may
be obtained on countersignature of Bills of
Lading.

Goods remaining unclaimed after the 30th
instant will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN,
Agent.

Hongkong, 23rd March, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.
THE Company's Steamship

"WOOSUNG."
Captain Jones, will be despatched as above TO-
MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above
Ports on THURSDAY, the 25th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAK & Co.,
General Managers.

Hongkong, 23rd March, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.
THE Company's Steamship

"KANSU."
Captain Sumner, will be despatched as above
on THURSDAY, the 25th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1897.

Intimations.

DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 21st March, 1897.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.

Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always
be open for the free discussion by correspondents of all questions
affecting public interests, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisements are required to forward all notices intended for
insertion in this paper before 10 o'clock on the day before
the issue of the paper.

Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any
English newspaper published in the Far East, and is therefore the
best medium for Advertisers. Terms can be learned on application.

The Hongkong Telegraph is published at the Telephone Central
Building, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Clarets, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September, 1896.

BIRTHS.

At Tientsin, on the 7th instant, the wife of J.
Marshall Strain, of a son.

At Tientsin, on the 8th instant, the wife of D.
Poyntz Ricketts, of a son.

On the 6th instant, at Her Majesty's Consulate,
Amoy, the wife of Lieutenant J. K. Laird, R.N.,
H.M.S. "Dolphin," of a daughter.

On the 16th instant, at Newchwang, the wife of
W. Sloane, of a son.

At No. 4, Hongkong Road, on the 16th instant,
the wife of E. P. Wickham, of a daughter.

At No. 8, Seward Road, Shanghai, on the
17th instant, the wife of Leonard J. Day, British
and Foreign Bible Society, of a son.

THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, MARCH 23, 1897.

TELEGRAMS.

REUTER'S MESSAGES.

THE STRAITS SETTLEMENTS.

LONDON, March 21st.

Colonel Arthur Alexander has been appointed
Surveyor-General of the Straits Settlements.

THE EASTERN CRISIS.

The Crown Prince's regiment has left Athens
for the frontier.

Six Turkish frontiers and two torpedo boats
have left Constantinople for the Dardanelles.
The dispatch of this fleet has caused general
surprise, as it is doubted whether the vessels
are seaworthy.

THE GERMAN NAVY.

Despite the strongest urging by the Govern-
ment, the Reichstag has rejected the vote for
new cruisers.

THE FORMOSA BANK.

TOKIO, March 15th.

In the House of Peers to-day the *Formosa*
Bank Bill was discussed briefly and finally
passed.

[We gave details of this Bill in our last issue.]

THE CURRENCY BILL.

TOKIO, March 15th.

The House of Peers read the *Currency Bill* a
first time to-day.

Count Matsugata, the Premier, spoke at
length, his speech being identical in substance
with that which he delivered in the Lower House.

Mr. Murata Tamotsu thought the change in
the currency system was a good one in itself,
but he feared the result might be a drain of gold.

He added that in Europe industries were highly
developed, and this placed the gold monetary
system on a substantial basis. In Japan, how-
ever, the situation was quite different. He asked
whether the Premier thought the present
development of the industries in Japan was
sufficient to enable the country to adopt the gold
standard.

Count Matsugata replied that the change of
standard was with the object of developing trade
with foreign countries, as well as agriculture,
commerce, and industries.

RIOTS AT ICHOW.

TOKIO, March 15th.

A dispatch from Chungking dated the 15th
instant states that the people have risen in riot
at Ichow in consequence of a famine. The

TELEGRAMS.

garrison at Ichow has been considered insuffi-
cient to suppress the disturbance, and 3000 troops
are to be sent from Chungking to establish order.

SUBSIDIES TO STEAMER LINES.

TOKIO, March 15th.

The Government has decided not to bring
forward at the present Session of the Diet the
Bill for granting subsidies to steam services
between this country and China ports. There
are no funds available, now that it has been
decided to grant 3,400,000 yen to the European
and Trans-Pacific Lines of the Nippon Yusen
Kaihan.

NEW UNITED STATES CONSUL
FOR HONGKONG.

We received news from San Francisco to-day
from a subscriber to the *Telegraph* who writes
us that Colonel James McWilliams, the well-
known agent here for Serris's Flour Mills, of
California, will soon return to Hongkong as
Consul for the United States.

THE CORBETT-FITZSIMMONS
BATTLE.

It is rumored that a private telegram received
here yesterday conveys the intelligence that
James Corbett (American) and Robert Fitzsim-
mons (Australian), champion heavyweight pugil-
ists, fought to a finish on the 17th instant, the
result being a complete victory for Corbett who
put his man to sleep in the eleventh round.

We have been unable to obtain any definite
information on the subject, and the statement
that the officers of the *Olympia* cabled for the
news is, we understand, false.

SIR CLAUDE MACDONALD.

SHANGHAI, March 19th.

We learn by wire from Peking that the British
Minister, Sir Claude MacDonald, left on Wed-
nesday for a visit to some of the northern
ports.—*N. C. Daily News.*

The *China Gazette* says:—The British Minis-
ter, Sir Claude MacDonald, is expected at Shang-
hai shortly. He is going south and it is reported
that the West River forms part of his itinerary.

ANOTHER "HOLD UP" IN
HONGKONG.

Between 3 and 4 o'clock this afternoon three
armed men entered a painter's shop, at No. 86,
Queen's Road East. There was only a small
boy on the premises and they tied him up, after
which the party ransacked the place and de-
camped.

FATAL ACCIDENT ON R.M.S.
"GIBRALTAR."

Information has reached London that a fatal
accident occurred on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While a party of seamen were testing primers
for 11-inch torpedoes the following were killed:
Arthur Moly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Roch, able seaman;
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Deptford.—*Morning Post.*

The *Gibraltar* was commissioned on January
14th last year for the special Service Squadron,
but before the dispersal of the fleet she was sent
to the Cape. She was out here with reliefs in
1895.

LOCAL AND GENERAL.

TRAINING for the Tientsin Spring Meeting
commenced on the 17th instant.

Messrs. LIDDELL BROS. & Co., of Shanghai,
have established a branch at Tientsin.

A CHINESE "doctor" and his wife were sen-
tenced to 12 months' hard labour to-day for
bringing a girl into the colony for immoral pur-
poses.

A TELEGRAM from the Hague to the *Locomotif*
states that the Amsterdam-Deli Tobacco Com-
pany has declared a dividend of 15 per cent. for
the past year.

THE *Mercury* understands that Mr. Colin M.
Ford succeeds Mr. Bullock in the office of
Consul and Assistant Judge at the Supreme
Court, Shanghai, early in April next.

A PAPER mill, fitted throughout in foreign style
and with the most modern European machinery,
is to be started at Hangchow, permission to
build it having been granted by Governor Li.

SHAM PING, a shopman, was fined \$30 with the
alternative of six weeks' imprisonment at the
Magistrate's this morning for attempting to con-
vey unstamped mail letters to Canton by the
steamship *Hankow*.

MR. SHEN TZE ME, formerly Director-General
of the China Merchants' S. N. Co., Shanghai,
now Consul-elect for the Tungyung Intendency,
Tientsin, has arrived at Tientsin and will shortly
go up to Peking for Imperial audience prior to
assuming office.

THE report and accounts of the Shanghai Gas
Co. for 1896 show that the net profit for the
year amounted to Tls. 54,218. A balance of
Tls. 39,354 was carried forward on the 31st
of December, out of which the final dividend for
1896 of Tls. 18,000 was paid in January last.

THE Band of the West York Regiment will
play the following programme at the Officers'
Mess, Murray Barracks, to-morrow evening,
commencing at 8 o'clock:—

1. Overture, *Liberalia* in A Major, Rossini.
2. *Polka*, *Madame Tancrède*, Offenbach.
3. *Waltz*, *Madame Tancrède*, Offenbach.
4. *Polka*, *Madame Tancrède*, Offenbach.
5. *Waltz*, *Madame Tancrède*, Offenbach.
6. *Polka*, *Madame Tancrède*, Offenbach.

THE *Osaka Mainichi* learns that the Emperor
has decided to confer decorations on the
commander and other officers of the French
army at Hanoi and a number of officers in
Siam in recognition of the valuable assistance
given by them to General Kawakami in his
recent tour of inspection in Tonkin, Siam, and
Annam. General Kawakami has already sent
eleven officers in a number of officers and
officials in Tonkin and Siam.

THE Hankow Spring Meeting will be held on
the 8th, 9th, and 10th April. The programme
is an elaborate one and should result in three
days' enjoyable sport. Before the "rush" of the
tea season renders the mere thought of "pow-
mah piglin" something to be dreaded rather
than otherwise.

THE Chinese certainly take a leading place
among scaffold builders. One of the first things
to strike the globe-trotter on arrival here is the
rapidity with which they are erected and the
lightness of the material employed. Could
bamboos be introduced into Europe, all the old
and costly systems of scaffolding would be
quickly superseded by the new article and the
reduction in cost would be immense.

ACCORDING to a paragraph in one of our Yokohama
exchanges, yesterday (22nd inst.) a *fait* in
celebration of the commencement of the reign
of the Emperor William I. of Prussia was to
be held by the German residents of Yokohama.
Elaborate preparations were made, and H. I. G.
M.'s ships, *Kaiser, Irons, Princess Wilhelm, Arcona*
and *Cormoran* were expected to arrive at
Yokohama in time to take part in the celebra-
tion.

An enterprising Chinaman, we notice, placard-
ing the walls and hoardings of the colony with
bills to the effect that he makes tennis bats to
order. We have seen and felt bats of Japanese
manufacture and, except for the makers' name,
which is often regarded as indispensable to a
good article, they appear to be fully equal to
those of European manufacture and have the
advantage of being considerably less in price.

As yet, however, we have not made the
acquaintance of the Chinese article, and the
comparison of it with that made in Japan would
be interesting. Does the ad., however, only mean
repairs? Possibly so.

We have omitted to notice that, in addition to
confering on Mr. Deiring the Red Button of the
First Class, the Emperor of China has promoted
Mr. E. B. Drew to the Third Class of the Second
Division of the Imperial Order of the Double
Dragon, and Mr. James H. Hart to the First
Class of the Second Division of the same Order,
and has given Mr. A. M. de Bernieres the Civil
Rank of the Second Class, and Mr. V. von Gröt
the Civil Rank of the Third Class and Decoration
of First Class of the same Order; all these being
in recognition of services rendered as Secretaries
of Embassy when accompanying Li Hung-chang on his
trip through the Great West.—*N. C. Daily News.*

We note that the P.W.D. authorities have at
last come to the conclusion that the Praya in the
vicinity of old Pedder's Wharf is in need of
repairs and have actually started the work.
Could not some high official of this antiquated
department be prevailed upon to join the new
Cycling Club? If only this should come
to pass and the gentlemen had a few falls
here and there from running into the rails and
holes that exist in all the principal roads there
might be some slight chance of our thorough-
fares being kept in a respectable state. Such an
event, however, is beyond the bounds of proba-
bility, for it is a well-known fact that the P.W.D.
officials are some centuries behind the times and
regard cycles and all such new inventions as
markes of the Evil One.

In a leading article in the *Economist* on "Spain
as a Colonial Power," the writer asserts that in
the Philippines Spain has practically reconquered
six millions of Malays, "that is, persons cap-
able, if they are excited, of most resolute fight-
ing." In her colonial policy everywhere, Spain,
the *Economist* says, makes three cardinal
mistakes: (1) She governs her colonies entirely
for her own advantage; (2) The Spaniards in
the colonies remain a caste, keeping themselves
aloof from the natives, monopolising all power,
all high offices, and a great deal of the revenues;
(3) A great deal too much power is given to the
clergy. The concluding paragraph of the article
reads:—The total result, therefore, is that the
only plan by which Spain can hope to restore
order, viz., the appointment of a wise and
tolerant statesman or soldier as absolute Viceroy
is impeded by the fact that, however wide his
mind or however great his powers, he will not
be permitted to abolish the evils which are at
the root of the discontent. He can only "conquer,"
and conquering in islands like the Philippines
is terribly expensive, slow, and exhausting work,
while it involves in the very nature of things an
increase, not a decrease, in popular hostility and
savagery.

SUN YAT SEN again! In the House of Com-
mons on the 15th inst. Sir Edward Gosnell
asked the Under-Secretary for Foreign Affairs
to be good enough to inform the House when he
first heard of the alleged kidnapping of "Sun
Yat Sen" and what measures he adopted for the
purpose of obtaining his release; whether his
capture and detention at the Chinese Embassy
was contrary to international law; if so, what
representations have been made to the
Chinese Government; and whether Sir
Halliday Macartney, as a British subject, is to
be held responsible for the capture and detention?
Mr. Curzon: In answer to the first paragraph,
the first intimation of the subject was received
at the Foreign Office on Oct. 18th. Steps were
immediately taken to ascertain the facts of the
case, and, as soon as trustworthy evidence was
received, a Note was addressed by Lord Salisbury
to the Chinese Minister, pointing out that Sun
Yat Sen's detention was an abuse of the
diplomatic privilege enjoyed by the Chinese
Legation, and requesting its immediate release.
This request was complied with on Oct. 23rd. In
answer to the second paragraph, Sun's detention
was certainly not warranted by international
law, and was regarded as a serious abuse of the
privileges and immunities which are granted to
foreign representatives, and the Chinese Govern-
ment were informed through Her Majesty's
Minister at Peking, and requested to give strict
instructions to their Minister in London to
obtain carefully for the future from any acts of
the kind. In reply to the third paragraph of the
question, the act was that of the Chinese
Minister, and he must be considered responsible
for it.

THE Volunteers will have a Commandant's
Parade on Thursday afternoon at 5 p.m. on their
parade ground. This is a preliminary instruc-
tion for the annual inspection, and members are
specially requested to be present.

THERE was a large and delighted audience at
the Theatre Royal last night when Hudson's
Surprise Party gave their second performance.
The programme was the same as on Saturday
night and caught on immensely. A splendid
new bill is announced for to-night.

A LITTLE station at Elting, near Socchow, on
the edge of the Taihu, was recently torn down
and looted by the inhabitants, who carried off
some thousands of teels. What a pity it is that
all the lekin stations in China, which do so
much harm to trade, are not "removed" as was
this squeaking den at Elting.

QUITS a serious affray occurred in Yokohama
harbour on the 16th inst., says the *Yokohama*
between some coal-lighter coolies and the crew
of the *Admiral Nakhtmo*. The vessel was
being coaled when the quarrel arose, and
operations had to be suspended for a time.
Some of the Japanese were roughly handled.

H. E. Wu Ting Fang arrived at Shanghai on the
16th inst., and left per *Gallic* on the 17th for San
Francisco via the Indian Sea. His Excellency
was enjoying excellent health when he left
Shanghai, and his sailing with Dr. Ho Kai, who
accompanied him to Shanghai, is reported to
have been of a most cordial nature.

THE copper cash mint at the Kiangnan Arsenal
began work on the 18th inst. with twenty-five
artisans, especially selected out of some seventy
applicants. The new cash are to be seven
candareens in weight, and it is said the sample
coins already struck from the dies made at
the Arsenal proved superior to the average
cash turned out by the native mints of other
provinces.

MR. G. D. Pittsford, of the British Consular
Service, for some time stationed at Shanghai,
left Shanghai on the 17th inst. for Ching-
king to take up his duties there. Mr. W. P.
Clemens, who combined with his Consular duties
those of Clerk of the Court at the Supreme Court
in Shanghai, left for Shanghai on the 17th, Mr.
Savage succeeding him in Shanghai. Mr. H. S.
Wilkinson, Crown Advocate, resumed duty at
Shanghai on the 17th after an official visit to
Nagasaki.

THIS afternoon at Happy Valley, in the final
for the Hongkong Football Challenge Shield, H.
M. S. Canton played Kowloon. Mr. Davies
acted as referee. The teams were constituted as
follows:—

KOWLOON:—Moore, goal; Robinson and Gam-
ble, backs; Henderson, Wilcox, and Wroley,
half-backs; Simpson, McSwaine, Gow, Sother-
land, and Symington, forwards.

CANTON:—Greenwood, goal; Chambers
and H. Stirling, backs; Street, Hardy, and
Allen, half-backs; Richards, Dalton, Buchanan,
and Mayne, forwards.

After a very fast and exciting game *Canton*
won by a goal to Kowloon's 1.

OUR interesting and thoroughly up-to-date
contemporary, the *L. & C. Express*, on the
19th inst. commented on the proposal of the
Japanese Government to adopt the Gold
Standard as follows:—The fact that Japan has
been quietly, and as secretly as may be, purchas-
ing gold in the market here for transmission to
Japan gives some point to the statement tele

NEWS BY THE AMERICAN MAIL.

LONDON, February 22nd.

Blanche, Marchioness of Waterford, is dead.

The afternoon newspapers comment favorably upon the announcement made by the American Ambassador of the London Times that Colonel John Hay has been selected by President-elect McKinley to be the successor of Bayard as Ambassador of the United States.

The *Pall Mall Gazette* says: The selection is in every way admirable. Great Britain has always been fortunate in the American Ambassador and a Mr. Bayard's successor who is particularly so.

M. Blondin, the celebrated tight-rope walker, who was the first person to cross Niagara Falls on a tight rope, died from diabetes to-day at Telling, a suburb of London.

A dispatch to the *Daily Mail* from Berlin says: Emperor William is confined to his room by reason of an abscess on his right knee. He will probably be ill and unable to leave the palace for several days.

Speaking in the Commons on the bombardment of Canosa Sir William Vernon Harcourt, the Liberal leader, who was loudly cheered by the Opposition, said the time had come when the voice of England ought to be heard. Confidently, Sir William said: "What is the interpretation of England? Why are we in Crete? What are we doing there? The only policy worthy of the Government of England," said Sir William, "is to detach Crete from Turkish rule. Public opinion is shocked at England appearing as the active opponent of the Greeks. The bombardment has placed England in a false position in the eyes of the world. I protest that Great Britain should not take up arms against a people fighting for freedom."

WASHINGTON, February 22nd.

Senator Sherman said to-day in reference to the proposed interview with himself in the *New York Journal*, in which he was quoted as favoring war with Spain:

"It is a lie from beginning to end. I am surprised that the journal should make such a statement. I wish you would denounce it as emphatically as possible."

No further steps were taken by the State Department to-day in the case of Dr. Ruiz, the American citizen murdered in his cell at Guanabacoa.

HAVANA, February 22nd.

Consul-General Lee has resigned. His letter tendering his resignation under certain conditions goes by the next mail. He determined some days ago to take such a step if he were not upheld in his efforts to protect all American citizens in Cuba. The Consul-General asked the State Department that he be authorized to demand the release of citizens of the United States confined in Cuban prisons under the same illegal conditions as was the ill-fated Ruiz. Such authorization has not been granted him.

THE LIGHT DUES QUESTION.

PROTEST OF BRITISH SHIPOWNERS.

The following letter has been addressed to the Secretary of State for the Colonies by the representatives of the principal British Steamship Lines trading with this Colony (with the exception of the Indo-China Steam Navigation Company, Ltd., which declined to sign it) protesting against the imposition of a permanent tax of 2½ cents on shipping visiting the port, and urging that the port should again be constituted an absolutely free one:—

London, 19th February, 1897.

SIR.—We have the honour to address you in reference to a proposal that a charge of 2½ cents per ton should in future be levied on Light Dues on all shipping entering the harbour of Hongkong, made at a meeting of the Legislative Council of this Colony held on 3rd December last, where this proposal received the concurrence of His Excellency the Governor, the circumstances of the case being as follows:—

Previous to April, 1896, the import levied on shipping under the denomination of Light Dues was made at the rate of 1 cent per ton, but at a meeting of the Legislative Council held on the 17th December, 1896, an Ordinance was passed authorizing a special addition to this charge of 1½ cents per ton, for the purpose of meeting the expenditure to be incurred in connection with the erection of the Gap Rock Lighthouse. At this meeting it was, however, stated by His Excellency Sir William de Vaux, at that time the Governor of Hongkong, that this additional tax would be called the Gap Rock Lighthouse Rate and that it would cease when the Gap Rock Lighthouse expenditure was paid off. A verbal report of the circumstances under which this pledge was given will be found in the annexed copy of a letter from the General Chamber of Commerce to the Colonial Secretary at Hongkong, dated the 30th July, 1896.

In that letter it is also pointed out that, in accordance with an official return issued by the Hongkong Government, the total amount raised under this additional levy of 1½ cents per ton had exceeded the sum expended on the Gap Rock Lighthouse, and the cost of maintaining it with Hongkong, and the cost of maintaining it upwards of \$40,000, and the Committee of the Chamber of Commerce, therefore, suggested that the time had arrived to ask the Government to redeem the pledge given by Sir William de Vaux, and to abolish this additional tax on shipping.

It appears that, beyond the mere acknowledgment of its receipt, no reply has been made by the Government to the letter of the Chamber of Commerce, but on the 2nd December last it became publicly known in Hongkong (through the medium of a correspondence on this subject, which was published in the *China Mail* of that date) that His Excellency the Governor had, on the 12th November, made a private communication to the Unofficial Members of the Legislative Council to the effect that this additional levy, if continued, was estimated to yield during the year 1897 about \$65,000, and that, if it were withdrawn, the official estimates of expenditure for the year 1897 would exceed the revenue by that amount. He, therefore, requested the opinion whether it would be preferable to continue to levy Light Dues at the total rate of 2½ cents per ton, or to devise some alternative source of revenue in order to make good the deficiency in the official estimates which would result if the special charge of 1½ cents per ton were abolished, as suggested by the Chamber of Commerce.

Having regard to the dates of the letter from the Chamber of Commerce (31st July, 1896) and of His Excellency the Governor's communication to the Unofficial Members (12th November, 1896), it seems unquestionable that the estimates referred to in the latter must have been prepared by the Government at a considerably later date than the question of abolishing the additional levy was brought to their notice, whilst the financial difficulty which the Unofficial Members were requested to relieve was not placed before them until a comparatively short

THE LIGHT DUES QUESTION.

period before the estimates referred to had to be officially discussed and passed.

We refrain from making any observations on the facts of the case thus brought under your notice, but the matter will be found to be set forth in further detail in the letter from the Hon. T. H. Whitehead to His Excellency the Governor of Hongkong, dated the 2nd December, 1896, which is included in the published correspondence above referred to.

In replying to the communication from His Excellency the Governor, the Unofficial Members of Council were unanimous in considering that he should redeem the pledge given by his predecessor, to the effect that the special Light Dues rate should cease; but the majority of them echoed the suggestion made in His Excellency's letter that for the future a fixed rate of 2½ cents per ton should be imposed on all shipping entering the harbour. But it must be pointed out that the Unofficial Members of Council present at the meeting at which the subject was discussed, who were in favour of this proposal, were absolutely unconnected with the shipping interest of the port, and were mainly representatives of landed property rather than of commercial enterprise.

In bringing this fact under notice, we do not for one moment impugn any selfish action on the part of these gentlemen, but we simply call attention to what must reasonably be felt to be the natural bias of their views.

As soon as the action of His Excellency the Governor became publicly known in Hongkong, it called forth a protest from the shipping and mercantile interests affected, copy of which is also attached. It will be seen from this document that the present estimated cost of the whole Lighthouse establishment of the Colony amounts to less than \$17,000 per annum, whilst the estimated amount to be raised by the imposition of a charge on shipping of 2½ cents per ton is \$115,000 per annum. It is, therefore, beyond question that the proposed fixed additional charge of 1½ cents per ton is to be devoted to purposes in no way connected with shipping; and, in view of the fact that the advancement and welfare of Hongkong is due to its having been a free port, we submit that the unfairness and unwisdom of the proposed tax are clearly apparent.

We, therefore, respectfully express the hope that you will instruct His Excellency the Governor of Hongkong that the additional charge of 1½ cents per ton, under the denomination of Light Dues, which was imposed in a terminable way, for the purpose of covering a given expenditure on the Gap Rock Lighthouse, should now be discontinued, and that it shall not be reimposed on other and totally different grounds.

We venture to add that, in our judgment, it would be for the true interest of the Colony that the port of Hongkong should be restored to that status of perfect freedom which so long existed, for it was this freedom from dues and imposts of all kinds which made Hongkong the important entrepot of trade that it now is, and which would be certain to advance its prosperity still further as one of the greatest shipping ports of the world. We have the honour to be, Sir, your most obedient servants,

H. H. JOYCE,

Secretary P. & O. S. N. Co.

Ocean Steamship Co.

J. S. SWI KE.

JOHN SWIRE & SONS,

Managers China Navigation Co., Ltd.

McGREGOR, GOW & CO.,

Glen Line.

For the China Mutual S. N. Co., Ltd.,

W. A. GULLAND, Managing Director.

M. SAMUEL & CO.,

Glen Line.

The Mogul Steamship Co., Limited,

H. S. KENNEDY, Secretary.

Jenkins & Co., Limited,

NORRIS J. JENKINS,

"S" Line, Director.

WM. THOMPSON & CO.,

"B" Line.

WILLIAM G. PEARCE,

Chairman of Scottish O. S. Co., Ltd.,

and of the Chinese Navigation Co., Ltd.,

To the Right Hon. Joseph Chamberlain,

Secretary of State for the Colonies, London.

* This correspondence was also published in the *Hongkong Telegraph* on the 3rd December, 1896.

NAVAL AND MILITARY NOTES.

The *Star*, torpedo-boat destroyer, built by

Palmer's Shipbuilding Company, lately went

through her steam trials. She attained an

average speed of 31.0 knots.

The official trial of the torpedo-boat *Jeune**Hyatt*, built by Messrs. Yarrow for Chile, took

place last month, when a speed of 25.2 knots

was obtained.

The keel of the new battleship *Ocean* was

laid at Devonport last month.

Measures of a mild form have broken out on

board the *Imperieuse*, a training ship at Devon-

port. A verbal report of the circumstances

under which this plague was given will be found in the annexed copy of a

letter from the General Chamber of Commerce to the Colonial Secretary at Hongkong, dated the

30th July, 1896.

In that letter it is also pointed out that, in

accordance with an official return issued by the

Hongkong Government, the total amount raised

under this additional levy of 1½ cents per ton had

exceeded the sum expended on the Gap Rock

Lighthouse, and the cost of maintaining it with

Hongkong, and the cost of maintaining it upwards of \$40,000, and the Committee of the

Chamber of Commerce, therefore, suggested that

the time had arrived to ask the Government to

redeem the pledge given by Sir William de

Vaux, and to abolish this additional tax on

shipping.

It appears that, beyond the mere acknowledgment

of its receipt, no reply has been made by the

Government to the letter of the Chamber of

Commerce, but on the 2nd December last it

became publicly known in Hongkong (through

the medium of a correspondence on this subject,

which was published in the *China Mail* of that

date) that His Excellency the Governor had,

on the 12th November, made a private communication

to the Unofficial Members of the Legislative

Council to the effect that this additional

levy, if continued, was estimated to yield during

the year 1897 about \$65,000, and that, if it

were withdrawn, the official estimates of expenditure

for the year 1897 would exceed the revenue by

that amount. He, therefore, requested the

opinion whether it would be preferable to con-

tinue to levy Light Dues at the total rate of 2½

cents per ton, or to devise some alternative source

of revenue in order to make good the deficiency

in the official estimates which would result if

the special charge of 1½ cents per ton were

abolished, as suggested by the Chamber of

Commerce.

Having regard to the dates of the letter from

the Chamber of Commerce (31st July, 1896)

and of His Excellency the Governor's commu-

THE WOOSUNG RAILWAY.

IMPERIAL EDICT.

An edict arrived here (Shanghai) on the 17th March and is already operative, by which the price of land held by native owners may be purchased for the Woosung Railway at prices varying from 15 to 25 per acre according to location. The purchase of foreign-owned land may require some different adjustment, for which provision is now being made.

At present almost the whole of the route is pegged out, starting from the Woosung end, and the raising of the road bed is about to be commenced, while from 500 to 600 tons of granite ballast for the line has already been delivered by native contractors. All possible despatch is being used to hurry the line along and the various works which best fit the outset are gradually being overcome.—*Mercury*.

MARITIME CASUALTIES.

COLLISION OFF FOOTING.

SHANGHAI, March 20th.

An unfortunate accident happened to-day in the river. On the arrival of the *Yello Maru*, Capt. Haswell, to-day, and when opposite the Pootung wharves she left her anchor, and in turning round she came in contact with the *Clan Mackenzie*. Before getting clear of each other both vessels were seriously damaged, the *Clan Mackenzie* had a hole knocked in each bow, besides having her head gear, etc., carried away. The *Yello Maru's* starboard quarter-board davits were carried away and her quarter-board smashed up; the woodwork of her starboard quarter was damaged, as well as several of her plates cut into and bulged. The *Clan Mackenzie* drifted some distance with the tide. The Japanese steamer is now at the Pootung wharves, and the *Clan Mackenzie* is in her old place again.

A PILOT SCHOONER RUN DOWN.

About 4.30 yesterday afternoon the pilot

schooner *C. P. Blithen* was run down by theGerman steamer *Chusan*, bound towards thePootung wharves. The *Chusan* was getting under way

in order that Pilot Tonnings might board the

Chusan and bring her up to Shanghai, when the

collision occurred. There were three

foreigners on board at the time of the accident, viz., Messrs. Housherry, Tonnings, and an

apprentice pilot. As the vessel did not sink till

two hours after she was run into there was ample

time for all hands to leave her and board the

steamer *Kingling*, from the north, which arrived

here this morning, reports that the masts only of

the *Chusan* are showing above water some miles S.E. of Tongsha.

EIGHT STEAMERS SHORE IN THE PIHO.

The steamer *Hinshun*, Captain Warwick,

which arrived from Tientsin to-day reports the

Pitho river to be in a very bad state this year.

When the *Hinshun* left there were eight steamersashore in the N.W. reach of the river. The *P. & T. Times* says, although there is plenty

of water in the upper reaches of the river, there are

only about 10 ft. 6 in. in the North-west

Reach, and most of the steamers have been

unable to get up without lightening there. The

river water coming down is very thick and it

looks as if they were going to be repelled till

1895 as regards the state of the river. This will

probably have the effect of spurring the Chinese

on to take immediate measures to improve the

river. "It is very satisfactory to learn that the

Chinese officials are awake to the necessity of

doing something, and that there is every hope

that operations will be begun at once to put

locks on the canals.—*Mercury*.

SAILING SHIPS MISSING.

The sailing ship *P. C. Cakes*, which left

Shanghai on May 18th last, and having com-

pleted loading at Hongkong left for New York,

has never been heard of since. The sailing ships

Anson and *Saratoga*, which left New York for

Shanghai on August 10th and 21st, have also

never been heard of.—*China Gazette*.

A VESSEL BOTTOM UP.

Officers of the British steamship *Galileo*,

which arrived at New York from Rio de Janeiro

on Jan. 21st, reported having passed close to a

large wooden vessel, bottom up, on the night of

January 16th. Lying by a short distance away

was a larger ship.

The officers, according to the *New York Herald*, believe that the two had been in collision.

The night was too dark for either craft to be

identified. No signal for assistance was made,

and the *Galileo* did not stop to investigate.

The locality is given as latitude 25 degrees 24

minutes north, longitude 67 degrees 46 minutes

west.

On the outward voyage the *Galileo* also

sighted a four-masted vessel stranded on a

reef near Pernambuco. It was thought at first

that this cleared up the mystery of the large

long overdue clipper, *Lord Dufferin*, which

sailed from Montevideo on October 8th, and

which has not since been heard of, but

subsequent investigation proved that the wreck

was that of the British ship *Crown of Austria*,

which was stranded there two years ago.

IMPALED ON A RAM.

The Japanese mino-of-war *Fuso*, after manoeuvring

outside the port of Shimoda on the 9th

instant, says the *Shipping List*, returned to the

harbour in the afternoon and was anchored near

the steamer *Ben Maru*, of the Nippon Yusen

Kaisha. At the time the steamer was getting

up steam. Suddenly a gale arose and the

vessel was blown on to the pier of the wharf.

She damaged her hull considerably and only

escaped sinking by running ashore.

A CHINESE TYPE-WRITER.

Writing on the 4th March to the Shanghai

Daily News a Tanchow correspondent says:—

"The following is the statement of possession

which is probably the only Chinese type-

writing in existence. And it should be said in advance

—to secure a respectful hearing for what might

otherwise be regarded as a clever 'contraption'

—only that it has already proved itself a rapid

and practical machine. This latest product

of Yankee ingenuity is the invention and

property of Dr. Sheffield, the president

of the North China College. Several years

of experiment and contrivance were put into

the use of a 'finder,' as given character on the

lower face may quickly be brought over

the fixed slot through which works the hammer,

striking from below. A variety of ingenious

mechanical devices are brought into play for

securing accuracy in the movement of the

wheel, in relation with the usual complexities

of the feeding and inking apparatus. Yet the

machine as a whole is surprisingly simple both

in construction and in use. As the Chinese

type-writer it will doubtless occupy one day

a conspicuously honorable position in some

future Imperial Exposition, as the pioneer

machine in a long line of competitors for public

favor. The factory for its construction is not

yet completed, so that there is yet time for

several inventors to come to the front before the

market is flooded with the 'Sheffield No. 1'

Shanghai Keyboard."

REGISTRY OF BRITISH SHIPS.

Re Merchant Shipping Act, 1893.

The following notification is published in the Special Notices:—

"Notice is hereby given that the Commissioners of Customs, under the Power given to them by Section 65 of the above-named Act and with the consent of the Board of Trade, have made certain alterations in the forms set out in the first part of the first Schedule to said Act, and have prescribed forms of the Instruments and documents specified in the second part of the said Schedule.

These Forms are to be used in all transactions relating to Ships on and after the first of April next and the forms as are used by the public may now be obtained in the usual manner from the Office of the Registrar of Shipping at Her Majesty's Consulate-General, Shanghai.

CLAUDE M. MACDONALD,

Her Majesty's Envoy Extraordinary

and Minister Plenipotentiary.

Shanghai, 17th March, 1897.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL JURISDICTION.

(Before His Lordship Sir J. W. Carrington,

K.C.M.G., Chief Justice.)

March 2nd.

THE PRAYA MURDER CASE.

Chia Kwei was placed on trial, charged with

Intimations.

It is
WASTE OF TIME
for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP
AND
CHAMPAGNE BITTERS,
are number ONE.

Proprietors,
Hongkong, 13th February, 1897.

WATKINS & CO.,

THE CLUB HOTEL,
5, BUND, YOKOHAMA.
HOTEL METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of missing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.

L. DEWETTE, Manager,
TOKYO.

DR. KNORR'S
ANTIPIRYNE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

BEGINNING with the MAIL of the 31st instant, every alternate Steamer will RESUME calling again at BOMBAY.

CANTON INSURANCE OFFICE, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1896.

CONTRIBUTORS to the above OFFICE are requested to furnish the Underwritten with a LIST of their CONTRIBUTIONS for the year ending 31st December, 1896, in order that the Distribution of BONUS may be arranged. Returns not rendered prior to the 31st day of March instant will be adjusted by the Office, and no CLAIMS or ALTERATIONS will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
Hongkong, 1st March, 1897.

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
HONGKONG, 15th May 1896.

SCHAELE & Co.,

Hongkong, 15th May 1896.

Masonic.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on FRIDAY, the 26th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 16th March, 1897.

Shipping.

STEAMERS.

"WARRACK" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MACDUFF,"
Captain Thomson, will be despatched for the above Port on or about the 2nd April.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th March, 1897.

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK,
VIA SHANGHAI, CHEFOO, CHEMULPO,
NAGASAKI, FUSAN AND GENSAN,
THE Company's Steamship

"TOTOMI MARU,"
will be despatched as above on FRIDAY, the 9th April, at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 22nd March, 1897.

Shipping.

STEAMERS.

"WARRACK" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MACDUFF,"
Captain Thomson, will be despatched for the above Port on or about the 2nd April.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th March, 1897.

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"
Captain McArthur, will be despatched for the above Ports on THURSDAY, the 25th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewards and a duly qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th March, 1897.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TOKIO MARU,"
Captain E. S. Barlow, will be despatched for the above Ports on FRIDAY, the 26th March, at 4 P.M.

This Steamer possesses Superior Passenger Accommodation and carries a duly qualified Doctor and a European Stewardess.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 22nd February, 1897.

FOR SINGAPORE HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"IRENE,"
Captain R. Schiller, will be despatched for the above Ports on SATURDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 22nd March, 1897.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)

Chittagong..... Saturday..... 27th March.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTACONG,"
will be despatched for VICTORIA, (B.C.) and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 27th March.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th March, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS,"
Captain Barlow, will be despatched as above on MONDAY, the 29th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th March, 1897.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES.

THE Company's Steamship

"KINSHU MARU,"
Captain W. Thompson, will be despatched as above on SATURDAY, the 3rd April, at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 15th March, 1897.

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 100 At British Ship

"FALLS OF DEE,"
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th February, 1897.

FOR SAN FRANCISCO.
THE American Bark

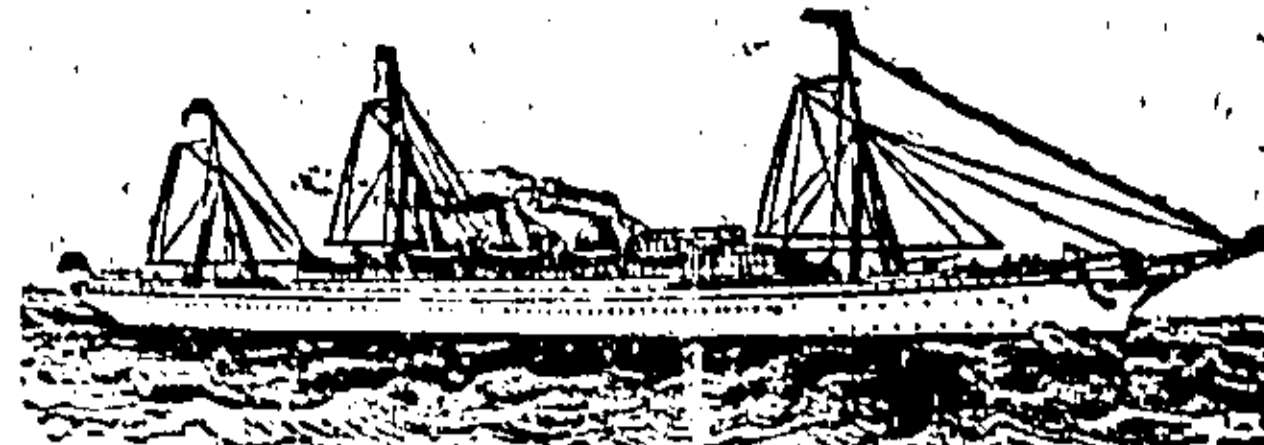
"COLOMA,"
Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 10th February, 1897.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—14,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

IMPRESS OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 7th April.
IMPRESS OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 28th April.
IMPRESS OF JAPAN.....Comdr. H. Fybus, R.N.R.....WEDNESDAY, 19th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pulley's Street.

Hongkong, 17th March, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 1st April, at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)..... Thursday, 22nd April, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 10th May, at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 1st April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th March 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION-AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINIKER'S PATENT MOTOR LAUNCHES, &c.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 22nd March, 1897.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 14th March, 1897.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"KAISER-I-HIND,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 25th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 12th March, 1897.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen..... Tuesday..... 30th March.

Boysen..... Tuesday..... 27th April.

Prins Heinrich..... Tuesday..... 25th May.

ON TUESDAY, the 30th day of March, 1897, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and Genoa.

Shipping Orders will be granted till NOON on SATURDAY, the 27th March. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 29th March, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 29th March. Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be waited on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 2nd March, 1897.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to no one on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia..... 2.608 Tuesday... 1st April.

Brasmar..... 3.601 Tuesday... 1st May.

Tacoma..... 2.540 Tuesday... 1st May.

Victoria..... 3.607 Tuesday... 1st June.

Olympia..... 2.608 Tuesday... 1st June.